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HYDROGRAPHIC NOTICE.

[No. 6 of the Year 1887.]

AFRICA PILOT, PART I.

FOURTH EDITION, 1885.

Notice No. 2.

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The information contained in this Notice is to be carefully considered, to be noted in the Sailing Directions, and compared with the chart when the ship is navigating the parts to which it refers.

Hydrographic Notice.

HYDROGRAPHIC OFFICE
RECEIVED
FEB 23 1888

[No. 6 of the Year 1887.]

AFRICA PILOT, PART I.

[Fourth Edition, 1885.]

Notice No. 2.

The information contained in this Notice is derived from reports of officers of H.M. surveying vessel *Sylvia*, and other ships employed on the West Coast of Africa station, from the publications of Foreign Governments, and other authorities 1885-7.

The several paragraphs follow the order of the paging of the Africa Pilot, Part 1., 4th Ed., 1885 ; the pages referred to are given herein in the margin.

[This Notice contains all information relating to the above work that has been published, since the issue of Hydrographic Notice No. 10 of 1885, in Notices to Mariners up to No. 152 of 1887, inclusive, except such as relates to lights prior to 31st December 1886, which will be found in the Light List for 1887.]

[*All Bearings are Magnetic. Variation in 1887.*]

Fayal - -	25° W.	*Gambia river* -	19° 50′ W.
Mazighan - -	17° 40′ W.	*Tabou river* -	20° 30′ W.
Tenerife - -	19° 20′ W.	*Bonny river* -	15° 40′ W.

800. A. 2437. Wt. 1367. 9/87. D. & S. A

Dup. U. of C.
L. B.

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CHAPTER I.

p. 21. Appendix, p. 1. **FAYAL ISLAND.**—The shoal, south-east of Guia head, reported by the *Ville de Bordeaux* in 1880, does not exist, and has been expunged from the Admiralty charts.*

Coal.—About 2,000 tons is usually kept in stock, it is put onboard by lighters, loaded in bulk, none being kept laden so as to be instantly available.

p. 23. Appendix, p. 1. **HORTA BAY.—Breakwater.**—A *red* lantern light is shown on the end of the mole now in course of construction.†

Terceira.—Coal.—About 1,000 tons of coal is kept in stock.

p. 39. **SAN MIGUEL.**—There is a semaphore station on Arnel point.‡

Coal.—About 6,500 tons is usually kept in stock; coal can be put onboard at the rate of 600 tons a day.

p. 26. Appendix, p. 1. **Ponta Delgada.**—The breakwater in progress will be 1,258 yards in length. The existing port is capable of accommodating 4 vessels of 1,000 to 2,000 tons or 20 of under 1,000 tons. On the completion of the works, the *red* light at the end of the old mole will be moved to the extremity of the new breakwater.§ There are no port charges for vessels calling here for orders or in distress, &c.

CHAPTER II.

TANGIER is in telegraphic communication with Gibraltar.

p. 56. **MAZIGHAN**‖ (**Mazagan**) is known to the Moors as Burjah (fortress). The fortifications are of quadrangular shape, of great

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* *See* Admiralty charts: Fayal, Pico and San Torge, No. 1,855; Horta and Pim bays and Fayal channel, No. 1,940; United States Notice, No. 360, 1885.

† Berlin Notice, No. 16, 1886.

‡ Paris, Notice to Mariners, No. 167, 1816. *See* Admiralty chart, San Miguel, No. 1,854.

§ Paris, Notice to Mariners, 93, 1886, and Report on the artificial harbour of Ponta Delgada by W. R. Kettle, December, 1886.

‖ Commander L. S. Dawson, R.N., H.M.S. *Sylvia*, 1886. *See* plan on Admiralty chart. No. 1,228.

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thickness, and surrounded by a broad moat, but the armament is obsolete and dilapidated. The British Consulate occupies the site of one of the four flanking towers. The chief tower, about 150 feet high, is conspicuous from seaward. A large water tank, excavated out of the rock, is situated under a portion of the fort, but is not now used. The anchorage is a dangerous one during the winter, being exposed to northerly winds. The sands on the south-east side of the bay are said to be of a shifting nature, and wrecks are not uncommon. Landing at low water is difficult, the entrance to the camber on the east side of the town being nearly blocked.

Trade, Supplies, &c.—In 1884, 137 vessels entered and cleared of an aggregate tonnage of 52,345 tons. The imports were valued at £97,950, and the exports at £112,969; the imports consist chiefly of wool, gum, almonds and cereals. Beef and mutton are abundant and cheap; fish and vegetables of excellent quality are easily procurable; a limited supply of fresh water can be obtained from wells. Spanish five franc pieces and pillar dollars are chiefly used. In 1886 the population numbered 3,000, of whom 800 were Jews.

MOGADOR* consists of two parts, the citadel, and the outer town, in which is the Jews quarter, isolated and enclosed by walls. There is no modern artillery in the fortifications at Mogador, but a few old Spanish guns are still serviceable. p. 59.

Care is necessary in approaching Mogador on account of the low situation of the town, and the haze that often overhangs the coast.

Anchorage.—For small vessels a good anchorage is in 3½ fathoms sand and mud, with the north extreme of the rocks off the north end of Mogador island, bearing W. by N. ½ N. and the Custom house, N. ¾ E., distant about 4½ cables. On the first symptoms of more than an ordinary swell setting in, especially with a falling barometer, vessels should leave at once and seek an offing, for in moderate weather a swell sometimes breaks heavily across the entrance, making it difficult to get out, even with steam. The anchorage about 1½ cables eastward of Mogador island is not recommended, being exposed to an uneasy swell as well as the sweep of the tide. When there is not sufficient water for landing at the Custom house, a small dredged channel, a little to the eastward, can be used by small boats.

Trade, Supplies, &c.—Fresh beef, a few vegetables, and bread of inferior quality can be obtained. The population in 1886 was

* *See* Admiralty charts, Azamor to Santa Cruz, No. 1,228; Suirah or Mogador harbour, No. 1,594.

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15,000, of whom 150 were Europeans, and between 5,000 and 6,000 Jews.

In 1885, 56 vessels entered (of which 31 were British), of an aggregate tonnage of 40,486 tons, and 57 cleared of 41,218 tons. Imports were valued at £219,519, and exports at £250,586. The imports consist of bagging, brass ware, candles, coffee, cotton goods, cloth, drugs, earthernware, glass, gum, hardware, hides, iron, silk, spices, sugar and tea; the exports chiefly of goatskins, ostrich feathers, gums, almonds, olive oil, beeswax, citrons, seeds, beans, and esparto grass.

Communication.—The vessels of the Mersey Steamship Company from London call fortnightly, touching at Gibraltar, Tangier, El Araish, Rabat, Casablanca, Mazighan, and Saffi; and the vessels of the French Compagnie de Navigation Marocaine, which leave Marseilles on the 7th and 22nd of the month, calling at Gibraltar, continuing to the Canary islands, and thence back by the same route.

p. 66.

River Noun.—An attempt was made in 1886 to establish trade with the Moors at this river; the boat, however, capsized, and in a subsequent dispute two of the crew were killed by the Moors, and the remainder confined in prison till rescued by the intervention of a friendly chief.

p. 69.
Appendix
p. 2.

CAPE JUBY.—The North West African Trading Company, established here in 1880, has constructed a fort, 37 feet high, on the south-west extremity of the reef which here borders the shore; a large stone building has also been erected on the mainland as a storehouse and for carrying on trade with the Moors.

Anchorage in 8 fathoms, sand and broken shells, was obtained by H.M.S. *Sylvia*, about 4 cables north-west of the fort the depths regularly deepening to 10 and 14 fathoms, at three-quarters and one mile respectively, from the coast.

Inside the reef, on which the fort stands, the shallow basin or boat harbour, having depths at low water of about one fathom, trends about south-west from the cape for half a mile, and varies in breadth from one cable and a quarter to two cables. Landing may be effected at the steps on the eastern side of the fort, but at high water with on-shore winds it is difficult. Care is necessary when approaching the landing place to avoid the shoal water extending about one cable south from the fort.

Landmarks.—The fort stands up well from seaward, appearing black and square, and may be recognised some time before the coast is made out. The fort, as well as the storehouse, is more

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conspicuous than the tufted hillock about a quarter of a mile eastward of cape Juby.

Tides.—It is high water, full and change, at the fort at about 12 hours; springs rise about 10 feet. A tide pole was erected by the *Sylvia* at the fort.

Trade.—In 1886 there were 7 Europeans in the fort, including a doctor and interpreter. The principal barter was in camels, sheep, goats, wool and barley. Communication takes place by schooner with the Canary islands; Las Palmas being the headquarters of the Company.

CAPE BOJADOR.—H.M.S. *Sylvia* anchored in 12½ fathoms, half-a-mile W.N.W. from the cape, in April 1886, and found a weak current running almost continuously to the southward. No inhabitants were seen, the shore presenting an appearance of continuous sand hills and table lands, sparsely covered with small bush and creepers. The small recess east of the cape, in which a landing-place is reported to exist, could not be discovered, the surf breaking outside at a considerable distance from the shore.

The Coast from point Durnford northward presents no good anchorage. Elbow point is known to the Canary fishermen as Punta Cavalho, and Garnet bay as Moro anchoro.*

CHAPTER III.

FUNCHAL BAY.—A harbour mole was commenced in April 1886, to connect Loo rock with Pontinha point, thus sheltering Pontinha bay from the southward.† p. 78.

Telegraph Cables.—The position of the shore ends of the four telegraph cables laid in Funchal bay (two from Lisbon and two from St. Vincent) is marked by a black beacon near the church of N. Senhora do Socorra, close eastward of fort St. Jago. This beacon has two arms extended in the directions N. 50° E. and N. 45° W., indicating the angle within which the cables trend from the shore, and where anchorage is prohibited.‡ p. 79.

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* Commander L. S. Dawson, H.M.S. *Sylvia*, 1886

† Pola Notice to Mariners, No. 8 of 1887.

‡ Originally published in Notice to Mariners, No. 10 of 1886.

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p. 79.

Coal hulk.—A coal hulk is moored in Funchal bay, with Loo Rock light bearing about N.N.W.*

Coal.—About 10,000 tons of Welsh coal is usually kept in stock; it can be put onboard by lighters at the rate of 600 tons a day, or 1,000 tons working day and night; about 400 tons is always instantly available.

DACIA BANK originally reported by the Telegraph ship *Dacia*. The French vessel of war *Orne* in April 1887, obtained soundings of 38, 12½, and 60 fathoms, sand and muddy gravel, on Dacia Bank. The position of 12½ fathoms is lat. 31° 15′ 5″ N., long. 13° 40′ 20″ W.†

CHAPTER IV.

p. 100.

Appendix 4. Hyd. Notice 2.

TENERIFE ISLAND.—Santa Cruz.—Fort Almeida, the casemate of which is coloured red, with white walls above and below, is conspicuous, as also is a conical shaped building situated $1\frac{1}{10}$ cables north-west of fort Almeida.

Anchorage.—The quarantine anchorage is to the southward of the harbour mole, as far as the windmill at the south end of the town.

Harbour Works.—A new mole has been commenced on the south side of fort San Miguel. It will extend in a south-easterly direction for a distance of 164 yards.‡

At the mouth of the Barranco Sanctus is another small mole for coaling purposes; a black buoy is moored about 1⅓ cables from the end of this mole.§

Telegraph.—Santa Cruz is in telegraphic communication with Cadiz and St. Louis, also with Lanzarote, Gran Canaria and Palma island, and through cape Verde islands, with Fernando Po, and ports on the Gold coast, and south west coast of Africa, gulf of Guinea.

Coal.—About 7,500 tons is usually kept in stock; coal can be put

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* Pola Notice to Mariners, No. 2/8 of 1887.
† Originally published in Notice to Mariners, No. 152 of 1887.
‡ Pola Hydrographic Notice, No. 6, 1886. *See* Admiralty charts: Tenerife, No. 1,870; Santa Cruz, No. 1,856, scale *m.* = 5·8 inches.
§ Paris, Notice to Mariners, No. 131, 1886.

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onboard by lighters, with bags or baskets, at the rate of about 600 tons per day.

Fuera island.—A light has been proposed for this island.

Puerto de la Orotava has a small artificial harbour formed by two moles, the western one of which slightly overlaps the eastern. Landing for boats may be obtained at all seasons inside this harbour. There is a Vice-Consul here as well as a Port Officer. An extensive botanical garden is maintained at Orotava, and a sanatarium for consumptive patients has been recently established. The roadstead is exposed to the prevailing northerly wind. p. 101.

GRAN CANARIA.—Puerto de la Luz.—Pilots can be obtained for berthing a vessel at a cost of about thirteen shillings. p. 103.

Coal.—About 4,000 tons is usually kept in stock; 600 tons can be put onboard in one day, about 300 tons is kept instantly available.

Las Palmas.—Coal.—About 1,500 tons is usually kept in stock; it can be put onboard at the rate of about 300 tons per day; about 500 tons is kept instantly available.

Repairs.—At San Telmo repairs have been effected to several ships.

Submarine cables.—The cables, which unite at Grand Canary with Lanzarote and Tenerife, are landed respectively on the Santa Catalina and Confital beaches, and thence run underground to Las Palmas.

Trade.—The trade of the Canary islands during the five years 1880-1884 amounted to £3,740,000.

Fuerteventura.—A shoal, with a depth of 18 fathoms, has been reported, bearing W. by S. ¾ S., distant 8 miles from Jandia point light-house.* p. 101

CHAPTER V.

RIVER OURO.†—To anchor between point Durnford and the spit, bring the former to bear N.W. and Sandy point E.N.E. and anchor in about 5 fathoms. The spit can generally be traced by p. 113.

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* Master of S.S. *Silverton*, 1887.
† Commander L. S. Dawson, H.M.S. *Sylvia.*

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the broken water, but caution is necessary, as a strong tide runs to the eastward on the flood.

The Spaniards have erected a fort, armed with two small guns, on the elevation known as Mudge head, about 5 miles from the bar, and a Spanish gunboat is generally stationed off it as a check to the Moors, with whom a small trade is carried on at a convenient spot near the fort, no natives being allowed within it. No Moors were seen in the neighbourhood of point Durnford peninsula southward of Mudge head.

Supplies.—Water is brought from the mainland opposite the fort, or from the Canary islands, on which the garrison of the fort also depend for the greater part of their supplies. Numerous fishing schooners visit the river from the Canary islands. A few sheep and gazelle can be obtained from the Moors.

Angra de Cintra bay.—The low northern entrance point is almost level with the water, and a reef extends southward of it for a distance of 3 miles. It is known to the Spanish fishermen who resort here, as Gulpho. Great care is necessary when entering.

p. 116.

CAPE BLANCO.—There is fair anchorage in West bay in 5½ fathoms, with a bluff about half a mile eastward of False cape Blanco, bearing N. by E. Landing may be effected here in comparatively smooth water, the reef extending from the bluff affording protection from the prevailing surf.

The wind in March blew strong from North to N.E. from 10.0 a.m. to midnight; until 10.0 a.m. it was from N.E. There is less wind by day than at night, it increases about sunset.

Eastward of cape Blanco, inside the Levrier bank, the anchorage is uneasy. Here the R.Y.S.S. *Stella* dragged, and the *Sylvia* was obliged to let go a second anchor. A French company for curing fish, &c., built a large storehouse on Arguin island a few years ago, but it has been abandoned.

Near False cape Blanco, the Spaniards have erected a flagstaff to indicate the southern limit of the territory claimed by them on this part of the coast.

p. 123.

SENEGAL RIVER.—Small steamers during the rains can ascend the Senegal river as far as Medine, or the first cataract, a distance of 600 to 700 miles.

p. 124.

SAINT LOUIS.—Telegraph.—Saint Louis is in telegraphic communication with Tenerife, and Bathurst, Gambia river, *viâ* Gorée.

Railway.—Saint Louis is connected with Dakar by railway.

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Coal.—There are about 10,000 tons in stock at the beginning of June, but none is imported between June and November.

Cape Verde.—A semaphore station in telegraphic communication with Dakar, and with which vessels may communicate, has been established on the western mound (the Paps).* p. 128.

Lights.—The *red* lights exhibited on Almadie point and cape Manuel, were reported in December 1886 as very indistinct, and appearing almost *white* in colour.†

GORÉE.—Gorée, the headquarters of the French navy on the South African station, is a free port. p. 129.

Telegraph.—Gorée is in telegraphic communication with St. Louis and Bathurst.

DAKAR.‡—The anchorage dues at Dakar are one franc for each ton of registered tonnage. There is no dockyard or factory at Dakar. A railway extends from Dakar to St. Louis, and to the south-eastward as far as Rufisque; it is proposed to extend it to Fatick, a town situated some miles up the Salm river. A landing pier has been built one-third of a mile westward of Belair point, and near the cemetery.

Coal.—About 29,000 tons is usually kept in stock; it is brought alongside in lighters; Welsh coal can be procured from the agent of the Messagerie S.S. Co., at about 46 francs per ton. A coal hulk is moored in Dakar bay, with about 3,500 tons of coal onboard.

Anchorage.—No heavy sea gets up in the anchorage off Dakar during tornadoes; it may be considered secure at all seasons. Vessels discharge coal alongside the large breakwater.

Packet buoy.—Large vessels make fast to, and swing round the packet buoy in $3\frac{3}{4}$ fathoms.

Supplies for shipping are scarce, and fresh meat, though obtainable, of poor quality. English money is not in circulation, and is generally refused.

Weather and Climate.—The rains begin at Dakar in June or July, and last until the middle of December. During that period

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* Originally published in Notice to Mariners, No. 104, of 1886.

† Paris, Notice to Mariners, 194 of 1886. *See* Admiralty charts, West Coast of Africa, sheets V., VI., Nos. 1,231, 599, and plan of Gorée road and harbour, No. 1,001.

‡ A scheme has been proposed and plans drawn for extending the breakwater running north from Dakar point to a length of five cables, and running out a second breakwater in an easterly direction, from the neighbourhood of the coast near the railway station, thus enclosing a sheet of water to be deepened to five fathoms, with an entrance 100 metres in width, the estimated cost being 17,000,000 francs.—(Commander L. S. Dawson, H.M. surveying vessel *Sylvia*, 1886.)

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twelve to fifteen very heavy falls of rain occur. Tornadoes nearly always occur in July, blowing their fiercest for about twenty minutes, accompanied by thunder, lightning, and a deluge of nearly horizontal rain. Their direction is nearly always from the eastward.

Bar Signals.—When the bar at St. Louis is practicable, a diagonal red and white flag is hoisted on the signal staff at the Commandant's quarters, Dakar, and a black flag when the bar is impassable.

p. 132.

Résolue shoal, situated about four miles W. by N. ¾ N. from Rufisque village, and about 1½ miles from the shore, has over it a least depth of 9 feet, and must be carefully avoided by vessels beating into Gorée road.*

CHAPTER VI.

p. 140. Appendix, p. 7.

CAPE VERDE ISLANDS.—Porto Grande.—Coal stores and a building slip are in an advanced state of construction, and a lazaretto, capable of accommodating about fifty people, with landing pier, is situated on the rising ground on the south-west side of the bay.

The coal hulk formerly moored near Orontes bank, and the buoy marking the wreck of a lighter, formerly lying about 4½ cables west from the fort, have been removed.†

Coal.—About 12,000 tons of Welsh coal is usually kept in stock; it can be put onboard at the rate of 900 tons per day; 1,000 tons are always ready in lighters.

Wrecks.—A light is now shown at night from the mainmast of the *Denderah*, and an ordinary lantern light from the foremast; a small lantern light is also shown from the mast of a sloop sunk close to the bows of the *Denderah*.‡

Telegraph.—St. Vincent is in telegraphic communication with Madeira and Pernambuco, also with West African ports, *viâ* Porto Praya and with Bathurst, river Gambia.

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* Paris, Notice to Mariners, No. 14, 1886.
† Navigating Lieutenant H. Sabben, R.N., H.M.S. *Racer*, October, 1885.
‡ Lisbon, Notice to Mariners of 14th August, 1886.

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Telegraph Cables.—The buoys marking the telegraph cables are now coloured white and black in vertical stripes. The paint is luminous, but too much confidence should not be placed upon its consequent visibility.*

Porto Praya.†—The red mooring buoy in the centre of the harbour has been removed. A well-built wooden pier, about 100 yards in length, has been constructed to the south-west of the town, in front of the new Custom house. It has a depth of $2\frac{1}{4}$ fathoms alongside its outer end, on which is a fixed *red* light, visible from a distance of about two miles. The stone mole is now in a dilapidated condition, and the light at its outer end is discontinued ; there is not sufficient water for boats to go alongside the steps at low water. A small wooden pier has been built out from the shore abreast the northern end of Quail island. p. 151. Appendix. p. 8.

Two pontoons are moored about one cable north-eastward of the north point of Quail island ; the slaughter-house, painted red, situated on the beach, three-quarters of a mile northward of Punta Temerosa light, is conspicuous when entering the bay. The old Custom house is now the office of the harbour authorities.‡

There is a signal station near the lighthouse on Punta Temerosa, and a lazaretto has been established near the same point.

Quail island.—The lights at Quail island have been discontinued, but the iron tripod near the south end of this island, on which the light was formerly exhibited, is still a good day mark.

Coal can always be obtained from Quail island, Porto Praya ; about 1,500 tons is usually kept in stock ; it can be put onboard at the rate of 200 tons per day.

CHAPTER VII.§

West Africa settlements.—The British possessions known by this name include the settlements on Gambia river, Isles do Los, p.p. 154-160. Appendix. p. 9.

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* Lisbon, Notice to Mariners, 13th February, 1886.
† Commander L. S. Dawson, H.M.S. surveying vessel *Sylvia*, 1886.
‡ Paris, Notice to Mariners, No. 54 of 1886.
§ These directions cancel pages 154-160, of Africa Pilot, Part I, inclusive, and paragraph relating to Gambia river on page 9 of the Appendix, they have been furnished by Commander Dawson, H.M. surveying vessel *Sylvia*, 1886.

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(or Idoles isles), Sierra Leone and Sherbro; the seat of government being at Sierra Leone.

In 1871 the total population numbered 37,039; the imports in 1877 amounted to £461,530, and the exports to £513,587.

Telegraph.—The West Africa Settlements at Gambia river, Sierra Leone, and Isles do Los are in telegraphic communication with England *viâ* St. Vincent, and Cadiz *viâ* St. Louis; also with the ports on the Gold coast, and south west coast of Africa, gulf of Guinea.

p. 154. **GAMBIA RIVER.***—The estuary of the river Gambia may be said to extend from Punshavel point to Bald cape, a distance of 27 miles in a S.S.W. direction; but it soon contracts to a breadth of 10 miles between Barrahdah creek and cape St. Mary, and to a width of little more than two miles between Barra point and the town of Bathurst, the entrance of the river proper. Immediately above the town the river again expands to a breadth of 7 miles, at Dog island point it is 4 miles wide, at Albreda 3, and at Muta point 1½ miles, gradually diminishing from thence, till at Macarthy island† it is not a quarter of a mile across. This island is 150 miles above Bathurst, and though the course of the river is very tortuous, and divided by several islands, yet it is navigable the whole distance; and a vessel of 10 feet draught with the aid of a pilot might proceed 70 miles beyond Macarthy island to Yahlahlenda. (*See* page 20.)

H.M.S. *Seagull*, drawing 11 feet water, ascended the river to Macarthy island in April 1877; off that island the flood and ebb streams were regular, the former lasting 4 hours, the latter 8 hours the rise of tide being 6 feet.

In May 1887 the least water found by the *Acorn* was 3 fathoms, as far as Deer island, 120 miles above Bathurst.

The depth of the channel between Bathurst and Macarthy island is subject to change, the least water found in April 1877 was 14 feet off the east extreme of Kayaye island, 5 miles below Macarthy island.

The British settlements on Gambia river consist of St. Mary island, British Combo, Albreda, Ceded mile and Macarthy island. Into the northern side of the estuary of the Gambia, four other rivers empty their waters, viz., the Salm, Joombas, Fellaney, and Jinnak; the two former are of considerable size, and bring down large

* *See* Admiralty chart:—Africa, West coast, Sheet VI., Cape Verde to cape Roxo No. 599; also Admiralty chart of Gambia river in 3 sheets, Nos. 608, 609, 610; scales, $m = 0{\cdot}8$ inches.

† Macarthy island is the limit of British jurisdiction up the river Gambia.

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quantities of silt and sand, by which Sangomar bar and Red bank are formed.*

Sangomar bar lies across the mouth of the Salm river; it is situated S.S.W. distant $2\frac{1}{2}$ miles from Punshavel point, carries 2 fathoms at low water, and is about 2 cables across; as spring tides rise 6 feet, vessels of considerable burden might load with facility in Salm river.

Salm (Salúm) river, a salt water creek about 60 miles in length, is entered by two channels; that close to Punshavel point is only available at high water for small coasting vessels, while the southern channel across Sangomar bar frequently changes in direction and depth; when past the bar the depth increases to 4 and 8 fathoms. Salm river is connected with the Joombas and Gambia rivers by creeks. On the right bank it receives the Silif river, and the Fatick, on which is the town of that name, 10 or 12 miles from the junction. The navigation of Silif river is difficult; only small boats can ascend as far as Silif village about 18 miles from the entrance.

Foundioun.—About 30 miles from Salm river entrance, on the left bank, opposite the mouths of Silif and Fatick rivers, is the French trading factory, Foundioun, off which are depths of 16 to 23 feet. The chief of Foundioun is subject to the King of Sine, a territory lying northward of the Salm; the king's residence stands on the right bank of Fatick river.

Trade.—Trade on the Salm river is considerable; earthnuts are said to be cheap and of excellent quality; silver money is used.

Water.—Fresh water is scarce, it may be obtained by digging on the Sangomar peninsula at the entrance, and sometimes at Kamakan on the left bank between Foundioun and Kaolak. Water brought from Sangomar is sold at Foundioun, at about 10 centimes per litre.

Kaolak, a town situated near the head of the Salm river, can be reached in vessels of 8 feet draught. The rise and fall of tide at Kaolak is about 2 feet.†

Bird Island bank (Red bank).—This extensive bank fronts the shore between Sangomar bar and Buniadu point, a distance of 18 miles, its western extremity lies 6 miles from the shore. The intermediate coast is low, intersected by the mouths of the rivers Joombas, Fellaney, and Jinnak creek, and fronted by several very shallow ridges and knolls. Some of these dry at low water, and it is possible

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* *See* Admiralty plan :—Salm and Joombas rivers, No. 607; scale, $m = 0{\cdot}7$ inches.

† Paris Annales, 2nd Simestre, 1885. *See* Admiralty chart; cape Verde to cape Roxo, No. 599.

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that means might be found of buoying an approach to either the north or south channels, into which the entrance to Joombas river is divided by Joom island.

Bird spit.—There is one very dangerous spot, at the western extremity of Red bank, that is absolutely steep-to—the soundings suddenly decreasing from 4 fathoms to 4 feet. The shoalest part that nearly dries at low water, lies W. by N. $\frac{1}{4}$ N. distant $6\frac{1}{2}$ miles from Barrahdah creek, and is named Bird spit.

Caution.—Bird Island bank (Red bank) is especially dangerous to approach during the harmattan season, because, when estimating distances from the shore, the haze makes it appear further off than it really is. Soundings are no guide, as in many places the edge of the bank rises abruptly from a flat of 4 fathoms to less than one fathom, as at Bird spit.

Soundings.—In approaching Gambia river direct from seaward on the parallel of 13° 33′ N., the depth of 100 fathoms, fine dark sand, will be found at 50 miles west of cape St. Mary; there are 20 fathoms at the distance of 30 miles, and 10 fathoms at 18 miles west of the cape, at which latter distance, if the weather be clear, the tops of the trees will be just discernible. When the depth decreases to 6 fathoms, the vessel will be 12 miles from cape St. Mary, and the same distance from Bald cape, when in clear weather the land about them should be seen. The general depth between this position and African knoll is $4\frac{1}{2}$ to 5 fathoms, but two or three 4-fathom shoals exist, as also one of $2\frac{3}{4}$ fathoms, from which African knoll [illegible] bears E. by S., distant $1\frac{3}{4}$ miles.

DANGERS.—Horse-shoe bank, the north-western danger at the entrance of the Gambia, is about 5 miles in circuit, and reported to have only 12 feet on some parts of it. The bank is convex at its south-west extreme, from which cape St. Mary bears S. $\frac{3}{4}$ E., and African knoll S.E. $\frac{1}{2}$ E., each distant 8 miles.

Bijjols islands, situated north-west of Bald cape are two small islands, covered with grass, and surrounded by reefs of rocks, which extend $2\frac{1}{2}$ miles west of them, and on which the swell always breaks. Some of these off-lying rocks uncover at half ebb, and there are depths of 2 and 3 fathoms at a quarter of a mile from their western extreme, which bears W. $\frac{3}{4}$ S., distant 14 miles from cape St. Mary and 4 miles N.W. by W. $\frac{1}{3}$ W. from Bald cape; the coast between Bijjols islands and cape St. Mary is fronted by sunken reefs extending in some places 2 miles from the shore.

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African knoll is the northernmost of the shoals which lie off the south entrance point of the Gambia, and has from 16 to 18 feet water over it; a black buoy is placed one mile E.S.E. of the north limit of the shoal in 7 fathoms, which is considerably to the eastward of mid-channel. The main channel of the Gambia is here $1\frac{1}{4}$ mile wide, the narrowest part being between the knoll and the flats off Jinnak creek, in a north-easterly direction.

Middle ground consists of two banks of 15 feet, with a 6 fathoms channel between, it is situated midway between St. Mary shoal and African knoll, with a passage on either side, which should only be used by those acquainted with the locality.

BUOYS.—The entrance to Gambia river is marked by four buoys, the Northern, off Bird island bank, Fairway buoy, off Horse-shoe bank, Middle buoy, and African knoll buoy. They are however not to be depended on either for positions or colours.

Northern or Red bank buoy is painted red, and lies in $5\frac{1}{2}$ fathoms, with cape St. Mary bearing S. 19° E. distant 13 miles, and Fairway buoy S. 18° W. $5\frac{3}{4}$ miles.

Fairway buoy, black and white chequered, lies in $4\frac{3}{4}$ fathoms, with cape St. Mary (centre of red cliff) bearing S.E. $\frac{1}{4}$ S. S.ly. distant $8\frac{3}{4}$ miles, and Middle buoy E. by S. $\frac{3}{4}$ S. distant $5\frac{1}{2}$ miles.

Middle buoy, painted red, and surmounted by a black cage, lies in $4\frac{1}{4}$ fathoms, nearly midway between Fairway and African knoll buoys, with cape St. Mary bearing S. 7° E. distant $4\frac{5}{6}$ miles, and African knoll buoy E. by S. $\frac{1}{2}$ S. distant $6\frac{5}{6}$ miles.

African knoll buoy, painted black, and surmounted by a cage, lies one mile E.S.E. of the northern end of the African knoll, in 7 fathoms, with cape St. Mary bearing S. 66° W. distant $6\frac{1}{2}$ miles, and the flagstaff at the north extreme of Bathurst S. 12° W. distant $6\frac{1}{2}$ miles.

St. Mary shoal is a narrow shallow bank, extending $5\frac{3}{4}$ miles in a N. by W. direction from Bathurst. Between St. Mary shoal and the north side of St. Mary island the water is shallow. A shoal, on which there are about 15 feet, lies three quarters of a mile north of the north extreme of St. Mary shoal, with African knoll buoy bearing east, distant $2\frac{3}{4}$ miles; and a shoal, having a depth over it of $2\frac{3}{4}$ fathoms, lies on the edge of the channel, with African knoll buoy bearing E. by S. distant $2\frac{3}{4}$ miles.

ST. MARY CAPE, the north extreme of the western entrance point of Gambia river estuary, bears from Pun-

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shavel point S. ¼ W., distant 21 miles. Foul ground extends east and west of the cape, but at 2 miles N.N.W. from it there are 5 fathoms. The cape is about 60 feet high, composed of red cliffs and capped by cocoa-nut trees, which, with the white house for convalescents on it, render it distinguishable at some distance; whilst on the northern side of the river entrance, on the contrary, the coast is covered by bush, and as a rule nothing can be distinguished in the mirage but the larger trees.

Making the Land.—The best parallel on which to approach the entrance of the Gambia is 13° 30′ N. (that of cape St. Mary), or 13° 33′ N. as the land about the cape is quite distinct in character from the other portions of the coast, and higher. If cape St. Mary is made, and the sanitarium distinguished, there need be no difficulty in picking up African knoll buoy without a pilot, as the vessel's position can be placed on the Admiralty chart by bearings of Bald cape, cape St. Mary, Bathurst and Barra points, and the entrance to Jinnak creek.

Outer anchorage.—If the buoys cannot be made out, a vessel should anchor in 5 fathoms, off the sanitarium on cape St. Mary, and, if necessary, send to Bathurst for a pilot.

Landing.—During the rainy season landing can be effected on the sandy beach southward of cape St. Mary; at other seasons the breeze sets in fresh from the sea, creating a surf that renders landing unsafe.

DIRECTIONS.—From the northward.—After passing cape Verde, bring cape Manuel lighthouse to bear north, and maintain a south course, allowing for the current according to the season of the year (*see* page 13); the soundings should be frequently verified, and the depth not decreased to less than 10 fathoms till near the parallel of 13° 33′ N., when the entrance should be made from the westward.

From the southward.—The great dangers in making Gambia river from the southward are the Bijjols islands, but the land adjacent to them being high, a good estimate may be formed of its distance, and by not reducing the depth of water to less than 6 fathoms a safe distance from the rocks will be ensured. After passing Bald cape and Bijjols islands, a position north of cape St. Mary should be sought, from whence measures could be taken to enter the river, or to anchor and obtain a pilot; in hazy weather with an ebb tide, great care will be necessary to prevent being set too far towards Horse-shoe bank. In passing westward of Bijjols islands, if the

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flood stream is running, the soundings should not be decreased to less than 8 fathoms.

If the buoys are in position and can be made out, there is no difficulty in entering or leaving the Gambia without a pilot, in a steam vessel of moderate draught ; a vessel of over 24 feet draught should if possible take a pilot, as in consequence of the heavy rains bringing so much deposit down the river, the shoals vary in their positions, and the depth of water over them is often somewhat different from that shown on the Admiralty chart.

After rounding African knoll on the north side, keep a mid-channel course for Bathurst of S. 7° W. making due allowance for set of tide, especially at springs.

Caution.—On no account should an attempt be made to enter the river without a pilot until African knoll buoy is made out, and it should be borne in mind that the flood sweeps rapidly past Bathurst ; also that both ebb and flood set towards African knoll and Middle ground.

BATHURST.—From cape St. Mary the coast trends S.E. by E. for a distance of 6 miles, terminating in a sandy point, that forms the western entrance point of the Gambia, and on which is built the town of Bathurst. Midway is the entrance to Oyster creek, which communicating with the river 3 miles above Bathurst, forms St. Mary island.

Bathurst was founded in 1816. The European houses are large ; those of the natives small and thatched ; the population is estimated at 8,000 or 9,000 inhabitants.

Telegraph.—Bathurst is in telegraphic communication with Porto Praya, St. Jago, St. Louis *viâ* Gorée bay, Bissao, Conakry, Isles do Los, and Sierra Leone.

Barra point (on which fort Bullen is built), is the eastern entrance point of the river Gambia, and may be recognised by a conspicuous clump of trees ; it bears from Bathurst, its western entrance point, E.N.E. distant $2\frac{1}{3}$ miles ; on that line the navigable part of the channel is $1\frac{1}{2}$ miles wide. Barra point bears from Punshavel point S. by E. $\frac{1}{4}$ E. distant 24 miles.

Anchorage.—The best anchorage out of the influence of the whirl of the tidal stream, is in 10 fathoms, mud, with the south end of the town of Bathurst bearing N. 73° W., eastern end of the town of Bathurst N. 7° E., and Barra point clump N. 43° E. A vessel should either moor, or lie with a long scope of cable, as the

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constant swinging makes a foul anchor almost a certainty, if riding with little chain out.

Pilots.—Native Pilots for the river Gambia may generally be obtained from the pilot cutter, at anchor near the Fairway buoy.

Climate.—The rainy season, when the land and sea breezes are not regular, is the most unhealthy; but the rains are not heavy or continuous as at Sierra Leone. H.M.S. *Philomel* remained a fortnight in the river in July 1862, and the ship's company were perfectly healthy; one cause of which immunity from sickness was probably owing to the vessel going out to the African knoll buoy from Saturday until Monday, a course recommended to all cruisers when detained in the Gambia.*

Population.—In 1881 the population of the settlements on the Gambia numbered 14,150.

Tornadoes.—Severe tornadoes of short duration occur in July.

Supplies.—Beef and fowls of inferior quality may be had; vegetables and fruit are usually very scarce; the water at Bathurst is brackish, and difficult to obtain; a better quality may be had at Jillifree, 16 miles above Bathurst, on the right bank of the river; but vessels fitted with condensers are recommended not to use the water from the shore. Good bread is obtainable in limited quantities.

Coals.—The coal store is situated at the south extreme of the town, where a shelving beach renders flat bottomed boats necessary to expedite coaling, but the supply is uncertain, both as to quantity and quality. There are seven wharves or jetties extending from the shore off Bathurst, alongside which small vessels lie and take in or discharge cargo. The more important of these have small tramways laid leading to warehouses, and there is a small crane capable of lifting about a ton weight. About 200 tons of coal is usually kept in store.

Shipping.—The number of vessels of all nationalities, entering the port annually, is about 160, of 68,000 aggregate tonnage.

Trade.—The exports are ground nuts, india rubber, hides, and beeswax; the imports, cottons, tobacco, firearms, gunpowder, spirits, kolah nuts, and general imports. The annual aggregate value of exports and imports varies from £90,000 to £250,000.

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* Commander Wildman, H.M.S. *Philomel*, 1862.

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Fish are abundant at the north side of the entrance.

Dog island point is low and covered with bush. A thick cluster of trees rises about a quarter of a mile inside the point. The west extreme of the small islet off has trees on it, the east extreme only bush.*

Lemon point is low and dark, with a large clearing half a mile to the westward.

Albreda makes as a low point with several white houses on it, and is easily distinguished by them, and by a house with a flight of steps facing to the southward, close to the point, and surrounded by a thick clump of fine silk cotton trees.

Directions.—To anchor off Albreda, when the western white house bears N.N.E. steer for it, and anchor in $4\frac{1}{4}$ fathoms. There is a good berth more to the eastward in $4\frac{1}{2}$ fathoms, with fort James S. 36° E., and Lemon point N. 67 W.

Fort James is the ruin of an old fort surrounded by small trees, on an islet lying S.E. $\frac{3}{4}$ S. from Albreda.

Swaára creek extends about 16 miles to Contango, with a general breadth of 150 yards for 13 miles, and an average depth of 20 feet to Jien creek, on the left bank. Above Jien creek there are several shoal patches of 6 feet, the creek gradually narrowing to a breadth of 60 to 70 yards.

Tankrowáll is a village in a large clearing close to the water's edge. The land near has a park-like appearance when approaching from the westward.

Mendora, or Manoica, creek has shoal ground extending off it some distance into the channel.

Tenderbár is a small village in a clearing close to a low point, with two cotton trees, one on the extreme of the point, and the other 400 yards to the eastward.

Turong Creek is half a mile to the eastward of a large clearing, and is about 300 yards wide at the entrance, but soon becomes narrow and winding. It is navigable at high water by a steam boat for about $3\frac{1}{2}$ miles, to the landing place at Turong. A shoal dries off the east point of the entrance for 70 yards at low water. There is

* Directions for the Gambia river above Bathurst are from remarks by Navigating-Lieut. H. R. Bawden, H.M.S. *Acorn*, 1887. *See* Admiralty charts of Gambia river in 3 sheets, Nos. 608, 609, 610; scale $m = 0{\cdot}8$ inches.

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one fathom 30 yards from the west point of the entrance, and a depth of 10 to 12 feet between the points.

Devil bank appears to have grown considerably since the last survey of the Gambia.

Devil point is high and steep-to. From Boerang creek to Domosensay creek the country on the south bank is much more open than that below, and high reeds take the place of mangrove bushes.

Baling-ha hill is conspicuous when going up the river. When nearly abreast of the hill there is a small landing place, and a trader's house about 300 yards from the bank.

Tides.—At Albreda it is high water 1 hour 20 minutes, at Tankrowáll 2 hours 40 minutes, and at Turong creek 4 hours, respectively later than at Bathurst. The stream continues to run 1 hour 20 minutes after high and low water by the shore. In the rainy season, July, August, September, and October, the flood stream is not felt higher than Kaua. Above this the stream is always running down, making the water fresh as far as Tankrowáll.

Pilots.—Ships of 12 feet draught proceeding above Swaara creek for the first time should take a pilot.

Directions from Bathurst to Deer island.—From Bathurst steer S. $\frac{1}{4}$ W. until two small islets open to the northward of Dog island point, then steer S.E. $\frac{3}{4}$ S. (passing that point at a distance of one mile), until the land beyond Albreda opens of Lemon point, when alter course to pass a mile from Lemon point and half a mile from fort James islet. Pass half a mile from Tudor point, steering east until right extreme of Joba creek bears north, when proceed E. by N. $\frac{1}{2}$ N., with Muta point ahead. Do not shut fort James in with Tudor point until the east extreme of Vintang creek bears S.S.E. When Jarōōnka creek bears north steer N.E. by E. $\frac{3}{4}$ E., keeping a point to the eastward when nearly abreast of Unkafala creek, and continue on that course until Solagima point opens of Muta point. Pass Muta point at a distance of 3 to 4 cables, three-quarters of a mile off Tankrowáll, and 4 cables from Jareen point. From Jareen point keep Tuabecólong point half a point on the port bow, passing half a mile from Jemaaly. When abreast Mendora creek bring the tree inside Jareen point to bear W. $\frac{1}{4}$ S. and steer E. $\frac{1}{2}$ N. to pass 3 to 4 cables from Tuabecólong. After rounding Tuabecólong keep about 5 cables from the south bank until abreast of Cashan creek, then proceed in mid-channel. On passing Forester bank keep the trees at Tenderbár shut in with

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Cashan point. Pass 3 to 4 cables from Crule point, and then keep 4 cables from the south bank until Devil point bears E.S.E., when gradually alter course to the eastward, passing half a cable from Devil point. Then keep about a cable from the north bank as far as Farrafahnyi creek, a cable and a half off until abreast of Kaiama creek, and afterwards in mid-channel. As soon as Ginoi point is shut in gradually close the south bank, passing Saucuia creek at the distance of one cable. Steer in mid-channel from Carran Kaba creek and down Notown reach, inclining to the south bank near Bouba creek and closing with it to pass half a cable from Batima creek. Then proceed nearly in mid-stream, keeping on the Elephant island side. From the north end of Elephant island steer towards Domosensay creek, and thence to Kaua, about one cable from the west bank, and in mid-channel to Deer island.

A merchant steam vessel makes occasional trips between Bathurst and Macarthy island.

Leaving Gambia river.—The best time to weigh from Bathurst under sail is on the last of the flood, so as to gain mid-channel before the full strength of the ebb, which, as it sets directly down upon the Middle ground, would in light winds make it necessary to anchor in order to avoid it. This would cause the loss of a day's tide, unless the sea breeze should come in sufficiently strong to enable the vessel to weigh again, and to stem the ebb ; with that chance in view, if obliged to drop the anchor, it should be done sufficiently soon to preserve room for weighing. Further down the channel the sea breeze from the north-westward is always a beating wind, and even the land breeze in the morning is seldom sufficiently to the eastward to lead out without making a tack, especially as when it is most favourable it has the least strength, and consequently the tide will have the more time to exercise its influence.

After weighing, stand over towards Barra point, keep the lead going, and make very short tacks off the bank on the eastern side of the channel, especially when nearing African knoll, where the set of the ebb tide is always the strongest.

Tides.—It is high water, full and change, at Bathurst at 9h. 10m., but the stream continues to flow 1½ hours after the tide has ceased rising by the shore ; the range of tide varies from 6 to 9 feet, the latter being the effect of the freshes during the period of rains. The velocity also varies much, and frequently without any apparent cause. The ebb stream, diverted by Barra point, sets strongly down upon St. Mary shoal, while the main stream runs over Middle ground. In mid-channel, west of African knoll, the ebb stream sets directly to

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seaward ; but near the northern shore it is variously affected by the tide from the creeks, and from the rivers Joombas and Salm, before they unite and take the general direction of the coast.

Coast.—From cape St. Mary to Bald cape is about 11 miles in a general W.S.W. direction ; and at $2\frac{1}{2}$ miles further south-west there is another projecting point, with a reef extending west from it about a mile, and a rivulet of fresh water on its south side. From this point the coast trends S. $\frac{2}{3}$ W. for a distance of 13 miles to the river St. Pedro, and from thence S. by W. $\frac{3}{4}$ W. for 32 miles to the entrance of the river Casamanze.

The general colour of the coast about cape St. Mary is variable, becoming white to the westward of the cape, and then reddish, and further southward changing into gray sand. Between Bald cape and the river Casamanze the coast is very low, with a sandy beach covered with trees, which in the vicinity of St. Pedro river appear from a distance like a continued forest, with lofty clumps resembling islands. The water is very shallow, the bank suddenly curves outwards, and abreast of Souta river in lat. 12° 44′ N. and 17 miles from the shore, there is a 4-fathoms bank of 5 or 6 miles in length, lying in a N.E. and S.W. direction.

Bliss river, situated 12 miles north of the entrance to Casamanze river, Souta river, 3 miles south of Bliss river, and Oyster river, $6\frac{1}{2}$ miles south of the same, all communicate with Casamanze river, but their entrances are obstructed by sand banks.

JEBA RIVER.*—**Bissao.**—A telegraph cable having been laid from Bissao to Bulama, anchorage is prohibited between the south-west point of Rei island and Bissao fort. Vessels must not pass to the north-eastward of this line. The following buoys mark the direction of the cable. A buoy, egg-shaped and painted red, with the word "Telegraph," is placed on a line between Passaro island and Pedralva rocks, distant $4\frac{1}{6}$ miles from the former. Vessels are not allowed to anchor on this line. A similar buoy lies with Pedralva rocks beacon, bearing N. 40° W., distant $3\frac{3}{4}$ miles. Anchorage is prohibited on a line drawn from Bulama point through this buoy. A conical buoy marks the position of the cable near Mao bank. From it Colonia point bears N. 77° E., and point Preco Leve, N. 12° W., distant about 2 miles. Anchorage is prohibited on a line south-west from Colonia point. A buoy is moored off Bulama town for the same

p. 172. Appendix, p. 9.

* Lisbon, Notice of 31st March 1886. *See* Admiralty chart ; Bijouga islands, No. 1,724.

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purpose. Vessels must not anchor between this buoy and the white house on the shore, or to the southward of the buoy.

Arcas channel.—The beacon on Pedralva rocks and the buoys marking Arcas channel were not in position in March 1886.

Telegraph. — Bissao is in telegraphic communication with Bathurst, Sierra Leone, and Isles do Los.

CHAPTER VIII.

ISLES DO LOS (IDOLOS ISLES).—It has been reported that a disturbance of the compass needle has been experienced by vessels in the *close* neighbourhood of these islands. Mariners are cautioned accordingly.

Telegraph.—Isles do Los are in telegraphic communication with Sierra Leone, Bissao, and Bathurst.

Factory island* is well wooded. In January 1886 only one factory was at work, a white house with red roof, near the centre of the island on its eastern side, and northward of Casso, the principal village, where the Collector of Customs resides. Good landing can be obtained at a small stone jetty abreast of the white house. Two small villages, Fanin and Mangoe town, where a few fowls can be obtained, are situated in the northern part of Factory island. p. 187.

Directions.—The mail steamers, drawing about 19 feet, use the channel between Tumbo island and Isles do Los. The deeper water appears to be on the eastern side, but avoiding the rocky ledge off the south-west part of Tumbo island.

Conakry and Bulbineh.†—Conakry, the factory of the Senegal Company, and Bulbineh, the factory of the Deutsche Afrikanishe Gesehaft, are situated respectively at the north and south extremities of the western part of Tumbo island. p. 189.

Telegraph.—The telegraph station is about midway between

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* Navigating Lieutenant J. D. Moulton, H.M.S. *Tyne* ; January 1886.
† Colonial Surveyor, Sierra Leone, March 1886. *See* Admiralty charts, Nos. 600 and 106.

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these points. The cable is laid in a north-westerly direction, passing about 2 miles to the northward of the Isles do Los. Telegraphic communication is established with Gorée, Senegal, Cape de Verde, Tenerife, and Cadiz.

Anchorage.—Large steamers lie about 1½ miles off Conakry, but with a strong tideway between them and the shore. Cargo is landed at a stone wharf at Bulbineh, in a fairly well sheltered bay.

Supplies.—Fresh beef and a small quantity of provisions can be obtained at Bulbineh.

p. 197. **SIERRA LEONE RIVER,*** or Rokelle, is navigable for boats as far as Rokel, between which place and Rokon there are rapids, and navigation is dangerous. Steamers do not ascend beyond Benkia.

† A red buoy marking the telegraph cable, lies with King Tom's point bearing W.S.W., distant one cable.

Telegraph.—Sierra Leone is in telegraphic communication with Bathurst, Isles do Los, Conakry, and Accra.

Coal.—About 10,000 tons is usually kept in stock, it can be put onboard at the rate of 300 tons per day; 300 tons are kept instantly available.

p. 201. **Yawry bay.**‡—The Ribi, Kamaranka and Bompeh, and the Cockboro rivers discharge themselves into this bay. The northern of these, the Ribi river, is navigable for boats as far as Mafengbe, about 22 miles from the entrance, and for steamers to within 6 miles of that place. From Freetown to Mafengbe is about 12 hours by steam.

Monrovia.—Coal.—There is a coal store at Monrovia, but the supply is uncertain.

CHAPTER X.

p. 244. **Grand Bassam.—Telegraph.**—Grand Bassam is in telegraphic communication with Accra.

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* *See* Admiralty chart, No. 616.
† Pola, Notice to Mariners, No. 50, 1886.
‡ *See* Admiralty chart, No. 601.

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Tabou river.—Two of the four tall palm trees on Tafou point were still standing in October 1885. H.M.S. *Wrangler* anchored off Tabou river from 7th to 9th of that month, during which period the bar was impracticable for ships' boats. During the rainy season, it is said to be frequently impassable for even surf boats.* p. 235. Appendix, p. 11.

Hoeven rock.—The buoy marking this rock is liable to break adrift, and should not be depended on.† p. 248. Appendix, p. 12.

CAPE COAST CASTLE.—Telegraph.—Cape Coast Castle is in telegraphic communication with Accra by a land line. p. 261.

ACCRA.—Telegraph.—Accra is in telegraphic communication with Sierra Leone, Porto Novo, and Lagos. p. 269.

CHAPTER XI.

Beyah river is no longer a safe landing place for ships' boats, the entrance being obstructed by a bar.‡ p. 260. Appendix, p. 13.

Porto Novo.—Telegraph.—Porto Novo is in telegraphic communication with Accra and St. Thomas. p. 280.

Lagos.—Telegraph.—Lagos is in telegraphic communication with Accra and Brass river. p. 282.

CHAPTER XII.

NIGER RIVER.—Nun entrance.—The black conical buoy in the Nun entrance of Niger river is liable to drift.§ p. 295. Appendix, p. 20.

A fairway buoy lies in 5 fathoms, to mark the entrance to Lee channel, and is moored with Sengana point bearing N. 41° W. and Palm point N. 18° W. To cross the bar, steer from the fairway buoy p. 295. Appendix, p. 21.

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* Sub-Lieutenant M. Nelson, H.M.S. *Wrangler* (October 1885).
† *See* plan of Axim Bay on Admiralty chart, No. 1,713.
‡ Sub-Lieutenant W. Bowman, H.M.S. *Alecto* (December 1885).
§ Sub-Lieutenant W. Montanaro, H.M.S. *Express* (December 1886).

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to the buoy off Palm point, about N.W., passing about a cable outside the latter buoy. If the buoys are adrift, proceed as directed at page 21, Appendix to Africa Pilot, Part I., 1885. The shoalest water on the bar is crossed after the factories open of Palm point.*

p. 296. Appendix, p. 21.

Akassa.—Coal.—About 1,000 tons is usually kept in stock; it can be put onboard at the rate of 50 tons per day.

CHAPTER XIV.

p. 310. Appendix. p. 22

BRASS RIVER.—Telegraph.—Harrison is in telegraphic communication with Accra and Bonny town.

p. 313. Appendix, p. 29. p. 315. Appendix, p. 29. p. 311. Appendix. p. 30

BONNY RIVER.—Sand island is reported to have disappeared in 1884. Okrika town is situated one mile up a creek, about 25 miles above Bonny Town on the left bank of Bonny river.†

The middle buoy at the entrance of Bonny river is a black nun buoy; it is moored in 3 fathoms at the north-west extreme of middle ground, with Fonché point bearing N. 13° W., and Rough Corner Point N. 45° E.‡

From information received from H.M.S. *Alecto*, June 1887, the soundings in the vicinity of Breaker island have considerably altered, and Breaker island has materially changed in shape.§

Telegraph.—Bonny town is in telegraphic communication with Harrison, Brass river.

Bonny.—Coal.—About 1,000 tons is usually kept in stock; vessels can load alongside a wharf with a depth of 18 feet at low water, at the rate of 100 tons per day.

p. 323.

Rio Del Rey.—In October 1885, the Imperial German Corvette *Habicht* anchored off this river in $3\frac{1}{4}$ fathoms, mud, with Mount Cameroon bearing S.E. by E., and the peak of Fernando Po, S. by W., afterwards proceeding into the river and anchoring in 6 fathoms,

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* Sub-Lieutenant W. Bowman, H.M.S. *Alecto* (January, 1887). *See* Admiralty chart, Niger river, Nun entrance, &c., No. 146.

† Remarks by Commander R. W. Craigie, H.M.S. *Flirt* (June, 1886).

‡ Sub-Lieutenant W. Bowman, H.M.S. *Alecto* (April, 1887). *See* Admiralty chart, Bonny and New Calabar rivers, No. 622.

§ *See* chart of Bonny and New Calabar rivers, No. 622, shortly to be published. Also, a survey of Sombreiro river has recently been made by T. A. Cawthorne, commanding the African S.S. Co.'s steam vessel *Elmina*, of which a chart will be published in due course

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about 16 miles from the mouth. Here the river divided into two equally wide streams, one running northward, said by the natives to lead to Calabar, and the other north-eastward.*

Between Cameroon river entrance and Bimbia river, the depths were found by the *Habicht* to be from one to 2 fathoms less than as shown on the chart. p. 326.

RIVER CAMEROON.—The beacon on Suellaba point has been destroyed, and in its place a white iron pilot-house, with conspicuous chimney-like superstructure, has been erected.† p. 327. Appendix. p. 37.

Coal.—There is a coal store at river Cameroon; the supply is uncertain.

Caution.—The beacons and buoys in the river Cameroon are not to be depended on.

Buoy.—A red spar buoy has been placed in a depth of 11 feet to mark a shoal off Suellaba point, seaward of the spit extending westward from Manoka point; it lies with Green Patch point beacon bearing N.N.E., and cape Cameroon beacon N.N.W. $\frac{3}{8}$ W.;‡ also the red spar buoy, with broom, lying S. by W. $\frac{3}{4}$ W., distant $1\frac{1}{10}$ miles from Rugged point beacon, has been replaced by a conical red buoy.§ p. 327.

* Berlin Annalen, Heft 3, 1886. *See* Admiralty chart: Cape Formoso to Fernando Po, No. 1,357.
† Berlin, Notice to Mariners, No. 4 of 1886. *See* Admiralty chart, Cameroon river, No. 1,456.
‡ Berlin, Notice to Mariners, No. 7 of 1887.
§ Berlin, Notice to Mariners, No. 48 of 1886.

Hydrographic Office, Admiralty, London,
24th November 1887.

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